

Message Text

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44

ACTION EB-11

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TAGS, ETRN, AR, ENRG

SUBJECT: CIVAIR-US-ARGENTINE ARRANGEMENTS AND FUEL SUPPLIES
IN US TO AEROLINEAS ARGENTINA

1. SUMMARY: ARGENTINE CIVAIR AUTHORITIES UNDERSTAND NEW US GUIDELINES ON JET FUEL SUPPLIES TO AIRLINES WILL PLACE UNFAIR BURDEN ON AEROLINEAS ARGENTINA (ARGENTINE STATE FLAG CARRIER) BECAUSE OF SPECIAL CIRCUMSTANCES REIGNING IN NOVEMBER/ DECEMBER, 1972, BASE PERIOD FOR NOV/DEC. '73 ALLOCATIONS. ARGENTINE AUTHORITIES REQUEST SPECIAL CIRCUMSTANCES BE TAKEN INTO ACCOUNT AND NORMAL FUEL SUPPLIES FOR AEROLINEAS BE ASSURED. EMBASSY RECOMMENDS US AUTHORITIES TAKE ACTION WHICH WILL AVOID COMPLICATING UPCOMING CIVAIR NEGOTIATIONS. END SUMMARY

2. COMMODORE KENNY OF DNTAC (ARGENTINE EQUIVALENT OF CAB) ADVISES NATIONAL CARRIER, AEROLINEAS ARGENTINA, WAS NOTIFIED APPROXIMATELY OCTOBER 26TH BY USG AGENCY THAT EFFECTIVE NOVEMBER 12, SUPPLIES OF FUEL TO AEROLINEAS WILL BE LIMITED TO SAME AMOUNT SUPPLIED IN SAME MONTH LAST YEAR, 1973. KENNY POINTED OUT THAT NUMBER OF FREQUENCIES FLOWN BY AEROLINEAS FROM US POINTS TO BUENOS AIRES IN NOVEMBER AND DECEMBER, 1972 WAS LIMITED TO TOTAL OF NINE PER WEEK FOLLOWING MANDATORY REDUCTIONS ON FREQUENCIES FLOWN BY US AND ARGENTINE AIRLINES UNDER CAB AND LIMITED OFFICIAL USE

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DNTAC ORDERS AS RESULT OF CIVIL AIR DISPUTE. SINCE JANUARY,

1973, WITH RESTORATION OF NORMAL OPERATING AUTHORIZATION TO AEROLINEAS, ARGENTINE CARRIER HAS BEEN FLYING 14 FREQUENCIES PER WEEK FROM US TO ARGENTINA. ARGENTINE AUTHORITIES WANT US AGENCIES CONTROLLING FUEL SUPPLIES TO TAKE ABOVE INTO ACCOUNT AND SEEK TO ASSURE FUEL SUPPLIES TO AEROLINEAS BY CONSIDERING ITS NORMAL NEEDS TO BE AVERAGE CONSUMPTION IN PERIODS SINCE JANUARY, 1973 RATHER THAN QUANTITY USED WHEN NUMBER OF FREQUENCIES ARBITRARILY RESTRICTED IN NOVEMBER/DECEMBER 1972 PERIOD.

3. AS DEPARTMENT AWARE, WE ARE MOMENTARILY EXPECTING FORMAL ARGENTINE ACCEPTANCE OF NOVEMBER 19 AS DATE UPON WHICH US AND ARGENTINE NEGOTIATING TEAMS WILL BEGIN DISCUSSIONS OF BILATERAL CIVIL AIR PROBLEMS IN WASHINGTON. RESTRICTION OF FUEL SUPPLIES IN THE US TO AEROLINEAS AT LEVELS WHICH WOULD APPEAR UNJUSTIFIED TO GOA, WOULD SOUR CLIMATE IN WHICH DISCUSSIONS WOULD TAKE PLACE. EMBASSY RECOMMENDS THAT DEPARTMENT CONSULT WITH APPROPRIATE OFFICES IN DEPARTMENT OF INTERIOR AND SEEK TO ASSURE, IF POSSIBLE, THAT AEROLINEAS WILL RECEIVE MONTHLY FUEL SUPPLIES IN NOVEMBER/DECEMBER, 1973 SIMILAR TO THOSE IT HAS PURCHASED IN EACH OF THE LAST 10 MONTHS. EMBASSY WILL APPRECIATE RECEIVING INFORMATION ASAP ON ACTION TAKEN BY US AGENCY CONCERNED WITH APPORTIONMENT AVAILABLE JET FUELS IN RESPONSE THIS REQUEST.

4. FYI: DNTAC OFFICIALS BECAME AWARE OF POSSIBLE AEROLINEAS FUEL PROBLEMS ON OCTOBER 26 AND FIRST MENTIONED THEIR CONCERN TO PAN AM REP IN BUENOS AIRES. LATTER THEN NOTIFIED HIS NEW YORK OFFICE AND WE BELIEVE PAN AM IN NEW YORK, AEROLINEAS REP IN NEW YORK, AND SHELL COMPANY, WHICH IS SUPPLIER TO AEROLINEAS AT KENNEDY AIRPORT, HAVE HAD DISCUSSIONS CONCERNING PROBLEMS. PAN AM NATURALLY ANXIOUS THAT AEROLINEAS RECEIVE "NORMAL" FUEL SUPPLIES BECAUSE OF IMPENDING NEGOTIATIONS. EARLY ON OCTOBER 29TH, PAN AM REP IN BUENOS AIRES RECEIVED INFORMATION FROM NEW YORK THAT PROBLEM WAS APPARENTLY SOLVED TO SATISFACTION AEROLINEAS, HOWEVER, EMBASSY DISCUSSIONS WITH DNTAC LATE OCTOBER 30, AFTER KENNY HAD CONSULTED AGAIN WITH AEROLINEAS HEADQUARTERS IN BUENOS AIRES, INDICATE AEROLINEAS AND DNTAC STILL CONCERNED. THEIR CONCERN EXTENDS TO RELATED PROBLEMS THAT AEROLINEAS HAVE "NORMAL" SUPPLIES LIMITED OFFICIAL USE

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AVAILABLE IN NEW YORK, MIAMI, AND LOS ANGELES, THE THREE POINTS IN THE US FROM WHICH AEROLINEAS RETURNS TO BUENOS AIRES. END FYI.
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